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CURRENT SUPPORT MEMORANDUM

USSR REVISES PLANS FOR MANUFACTURE OF
MAINLINE ELECTRIC LOCOMOTIVES

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OFFICE OF RESEARCH AND REPORTS

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W-A-R-N-I-N-G

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USSR REVISES PLANS FOR MANUFACTURE OF
MAINLINE ELECTRIC LOCOMOTIVES*

Conversion of a locomotive repair plant in Tbilisi to a mainline electric locomotive manufacturing plant is taking place to improve prospects of meeting 1960 goals. This move may indicate that the planned construction of a new electric locomotive building factory, announced in the Sixth Five-Year Plan (FYP), has been cancelled.

According to a 17 July 1957 Soviet broadcast, the Tbilisi Locomotive Repair Plant received an order for the production of eight-axle electric locomotives--the largest in the country. Reorganization of work was underway at the plant, and specialists from the plant were being sent to the Novochoerkassk Electric Locomotive Building Plant and the Voroshilovgrad Locomotive Building Plant to study production and technology at these plants. The Voroshilovgrad plant is to supply the Tbilisi plant with chassis and bodies for the first Tbilisi electric locomotives. 1/

The Sixth FYP calls for "the construction in the areas of Siberia and the Urals of ...one works producing electric locomotives...." 2/ Apparently the Soviet plans called for the manufacture of the 2,000 electric locomotives required in the Sixth FYP at the Novochoerkassk plant and the new plant, or possibly at Novochoerkassk alone.

However, in 1956 the USSR produced only 216 electric locomotives. 3/ It is estimated that the plan for 1957 was approximately 230 (based on Pervukhin's report 4/), but production in 1957 could reach an estimated 280 units (based on production during the first half of 1957 5/). This gives a maximum estimated production for 1956 and 1957 of 496 electric locomotives, and about 1,500 units to be manufactured during the remaining years of the Sixth FYP--an average of about 500 a year.

It apparently became obvious to the Soviet planners that Novochoerkassk alone, even with parts from the Voroshilovgrad plant, could not double its production at once in spite of assertions by the Novochoerkassk manager that it could. 6/ Furthermore, the new electric locomotive building factory which was to be built in Siberia or the Urals would not be able to produce electric locomotives during the plan period in sufficient numbers. It seems probable that it was therefore considered necessary to convert an existing plant, and preferably one whose personnel had some knowledge of locomotives, to the production of electric locomotives.

*References to locomotives throughout paper are to mainline types only.

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Analyst:

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3. Zheleznodoroznyy Transport (Railroad Transport), No. 3, 1957, p. 34, U
4. Pravda, 6 Feb 57, p. 2, U
5. Izvestia, 20 Jul 57, U
6. Pravda, 20 Jan 56, U

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